



STUDY FOR RENOVATIONS
AND ADDITIONS TO
DEXTER VILLAGE OFFICE
DPW & FIRE DEPARTMENT

6 APRIL 1995

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& ASSOCIATES**

ARCHITECTURE
INTERIORS
PLANNING



April 26, 1995

Mr. Phillip Arbour
Village President
8140 Main Street
Dexter, Mi. 48130

Dear Mr. Arbour:

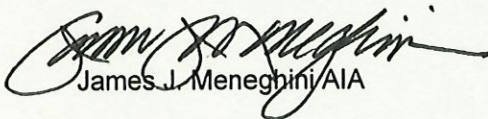
It has been our pleasure to have been able to become acquainted with Dexter and some of the issues concerning its growth. The villages concern over gathering data prior to making long range decisions is commendable.

This study is the result of meetings with the Council Building Committee, Village staff, DPW, Washtenaw County Sheriff and the Dexter Area Fire Department. The focus of the meetings was to determine current and foreseeable area requirements for each and how this might impact the existing Village/Fire Building. We also looked at the concept of a parking structure to the north and how it might be connected to the existing building.

As a part of this process we separated the component parts of this study into individual pieces and developed a probable cost for each. It is our experience that this can help facilitate the decision making effort that the village will have to go through.

This effort has been our privilege and we trust that this study will help in developing a quality image and an orderly and natural growth pattern for Dexter.

Sincerely Yours,


James J. Meneghini/AIA

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Ann Arbor, Michigan 48103
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Existing Structure

The existing structure is a concrete frame building whose first floor is approximately 19 feet above the ground elevation of the park. The structure is in sound shape. Before first floor space can be expanded a 19 foot high structure must be constructed. While this adds approximately \$21 per square foot to the cost of first floor expansion it provides inexpensive raw space for other village uses such as storage or DPW.

Fire Department

The fire department has concluded that their present location is highly desirable due to its central location which helps facilitate a short response time for its volunteers who arrive from many different directions. The current station is also in a central location for the area it serves and well located with respect to road access to this service area.

The department will need refurbishing of its present space to bring it up to current building codes as well as a 2,835 square foot addition in order to efficiently house present and foreseeable equipment.

An added benefit of this expansion is that it will automatically increase the DPW space by 108%.

Village Offices

An outgrowth of looking at the Fire Department was to review Village office space needs.

An interview was conducted with all village personnel as to their needs. The plan as drawn reflects the conclusion of those meetings.

Along with reviewing office requirements for the village we interviewed the Sheriffs Department personnel as to what their space needs might be if they were to leave their present location. It is practical to consider moving this operation into a central building with Fire and Village Offices. The most appropriate place for this function is at the opposite end from the Fire Department. The reason for this is that when Fire personnel respond to a call they rush to the engine bays and leave their cars in a less than organized arrangement. This could block in police cars keeping them from a proper response to an emergency. It is therefore recommended that the police function be located at the west along with a small parking lot to accommodate police and public parking for village business.

If this addition were to occur it would add approximately 2,916 additional square feet to the existing DPW space. This space along with that provided by the Fire Department expansion would more than triple the current DPW space.

DPW

If expansion of the Fire Department happens it would be cost effective to maintain DPW in its present space. The areas of concern are that traffic on Dexter Road in the morning is heavy and presents an efficient access for DPW as well as a commingling of DPW trucks with public vehicles during business hours. The latter is not considered a major problem as public use of the park is not heavy during business hours.

Salt storage can be accommodated at this site if desired. Storage of gravel, sand, tree cuttings, and road debris is not possible due to the space required and its infringement on park space.

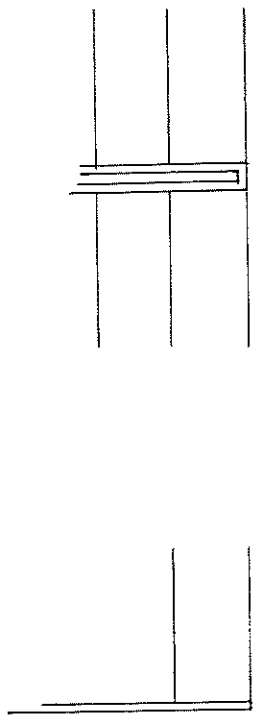
Parking Structure

This site offers the potential of having a parking deck that can serve the downtown needs and remain relatively invisible to all but those who use the park. It is recommended that the deck be constructed along Alpine in a north south direction. This will result in minimal impact on the park and allow for future expansion to the north.

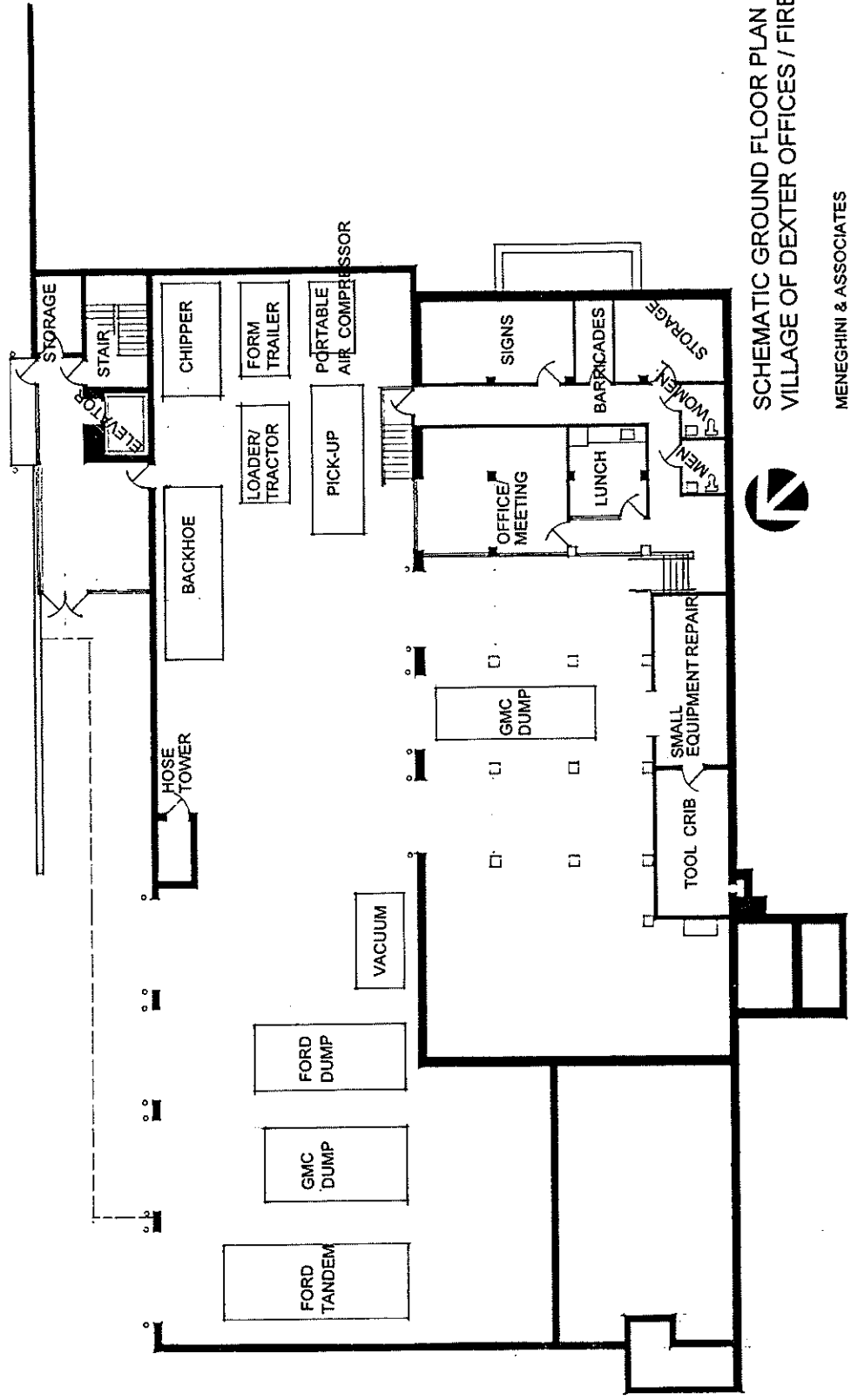
Link

If a parking structure is constructed immediately to the north it would be desirable to connect it to the village offices and fire department. This connection would allow for adequate parking during normal business hours as well as for public hearings.

PLANS / SKETCHES / PHOTOGRAPHS



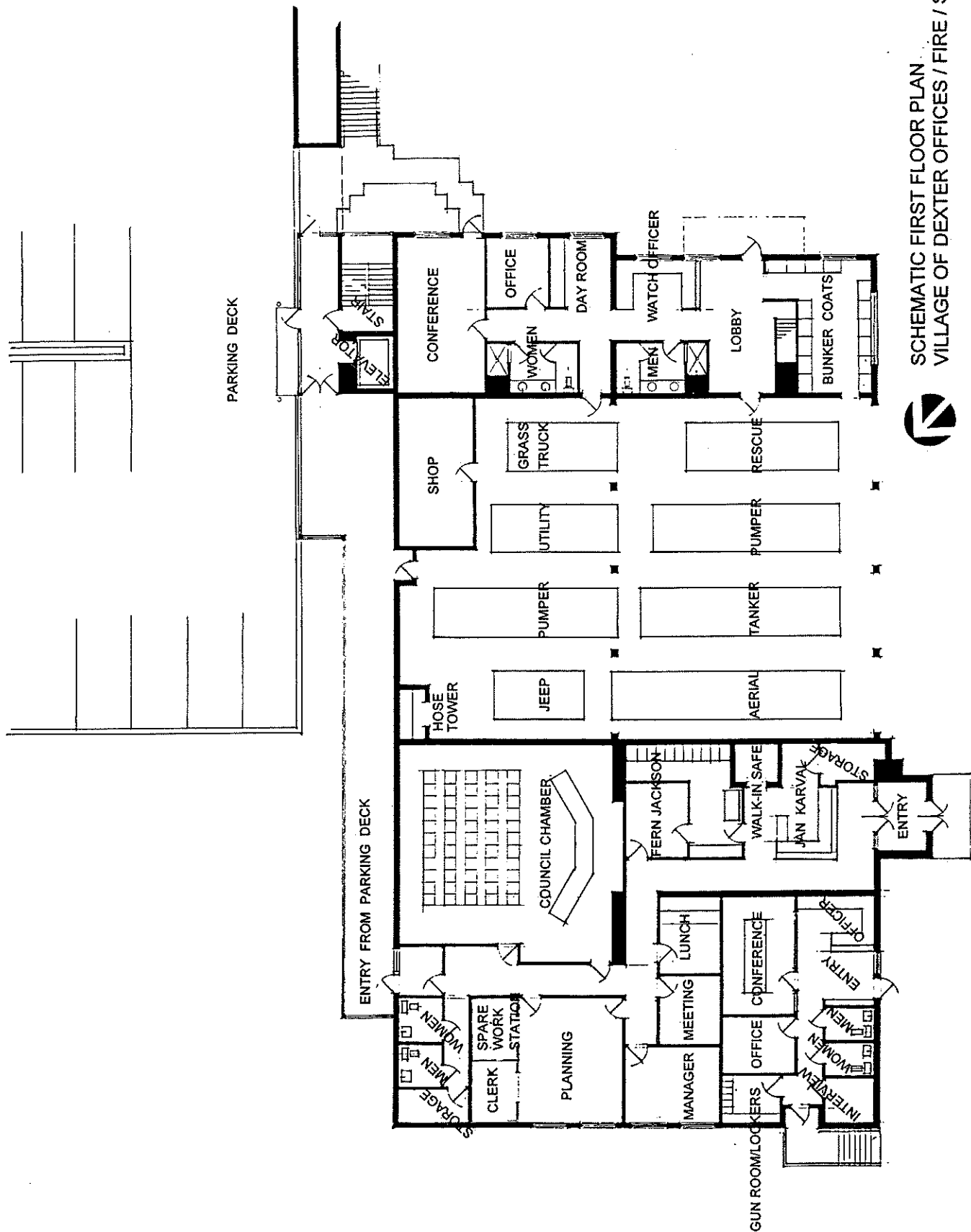
PARKING DECK



SCHEMATIC GROUND FLOOR PLAN
VILLAGE OF DEXTER OFFICES / FIRE / SHERIFF

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**SCHEMATIC FIRST FLOOR PLAN
VILLAGE OF DEXTER OFFICES / FIRE / SHERIFF**

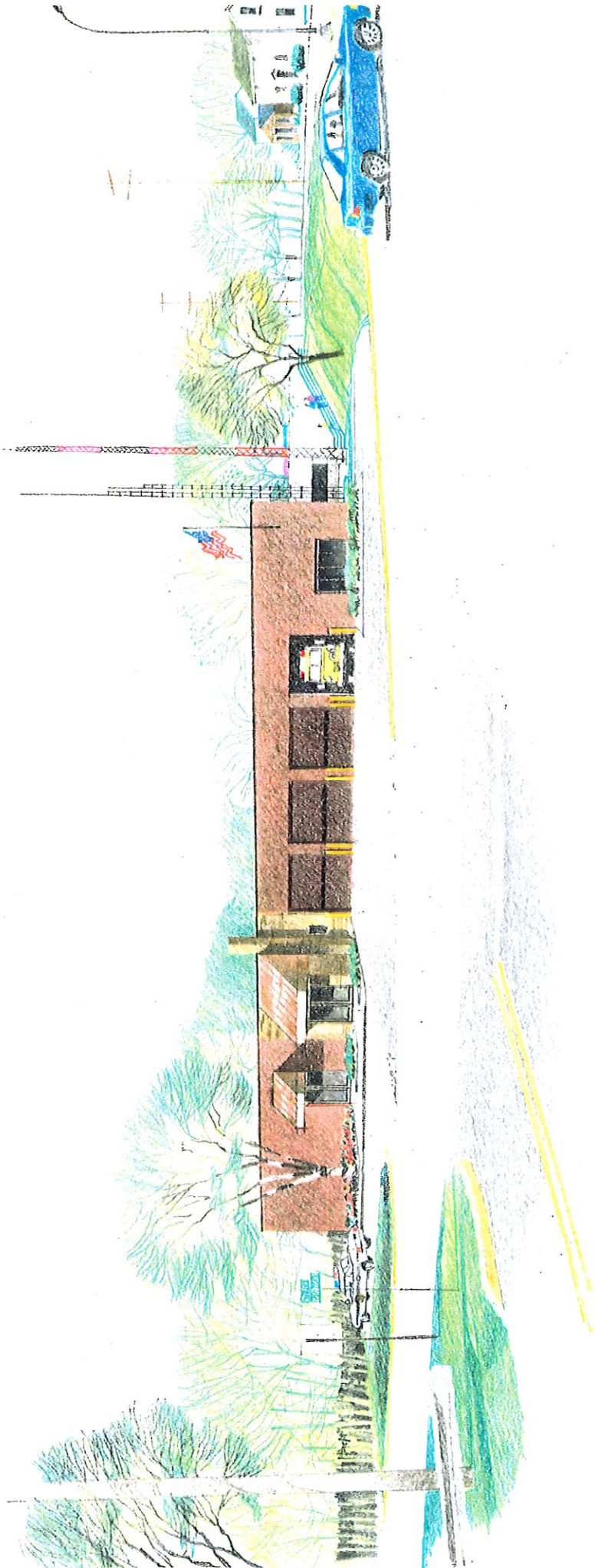
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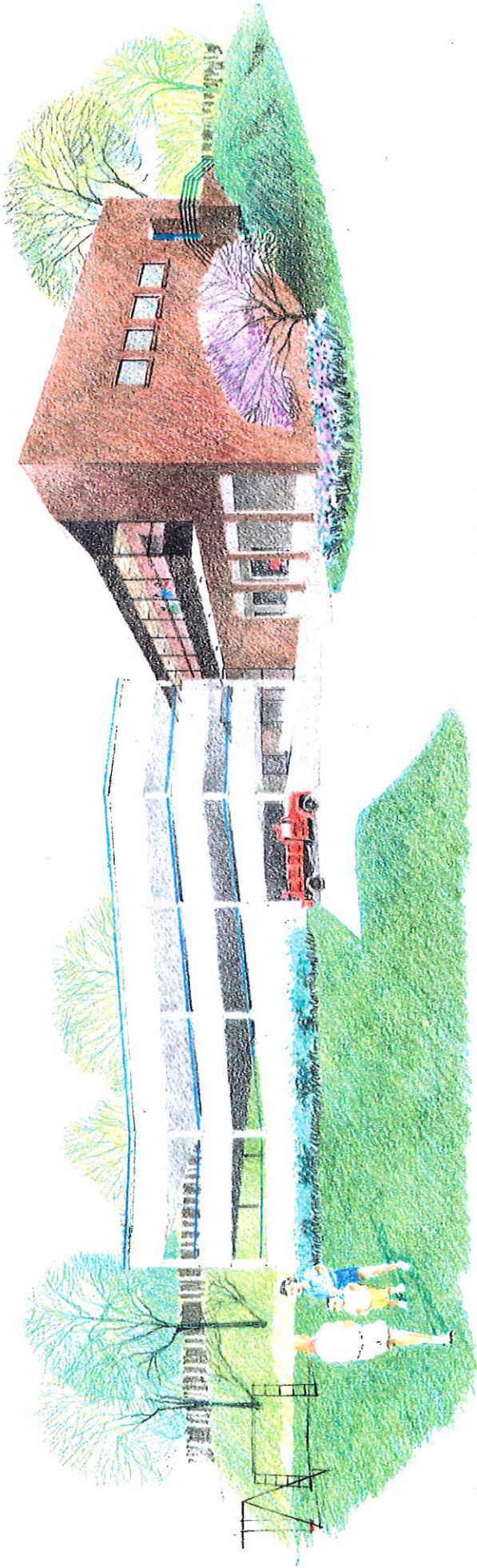
EXISTING VIEW TO THE NORTH

PROPOSED VIEW TO THE NORTH



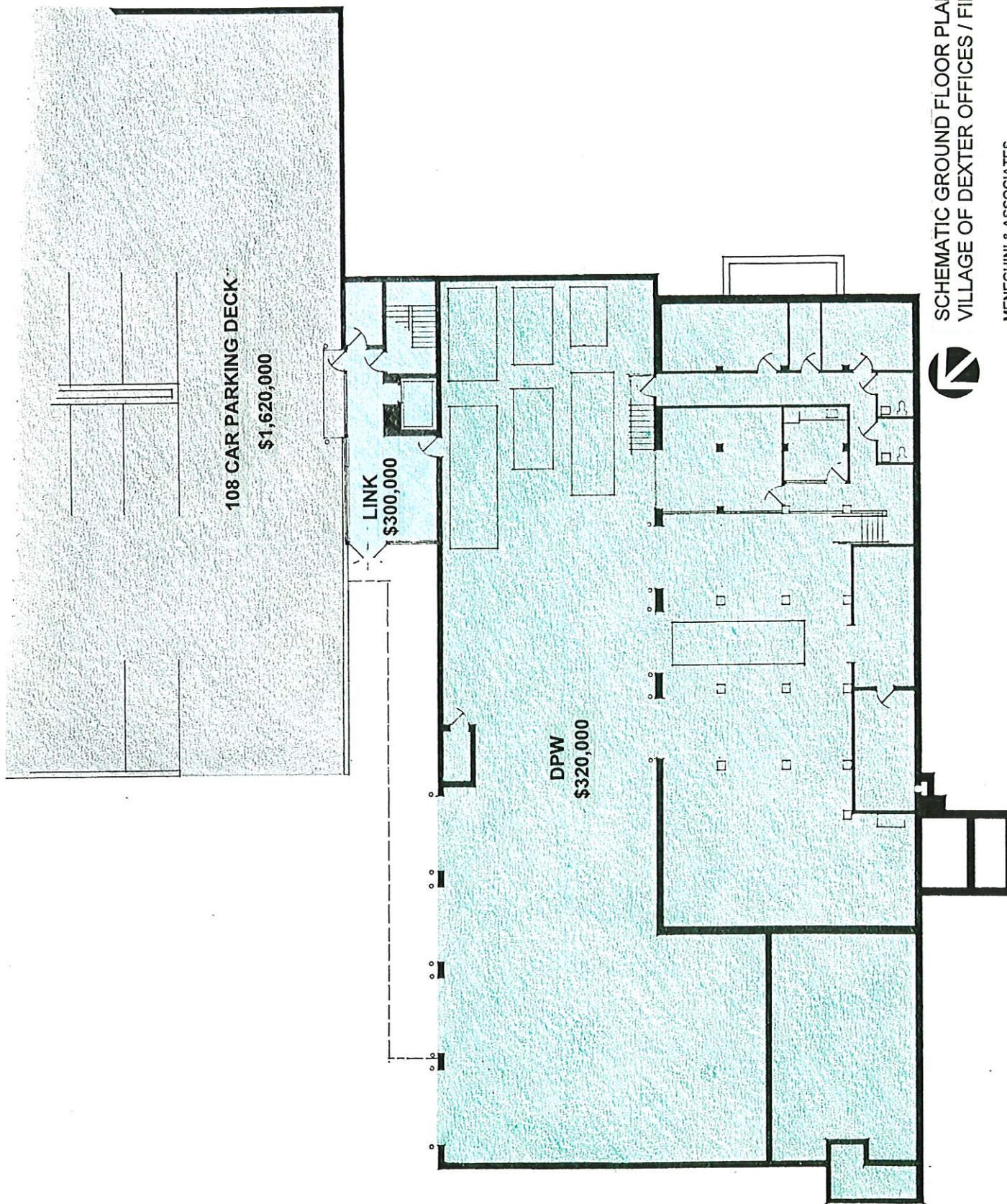
EXISTING VIEW TO THE EAST





PROPOSED VIEW TO THE EAST

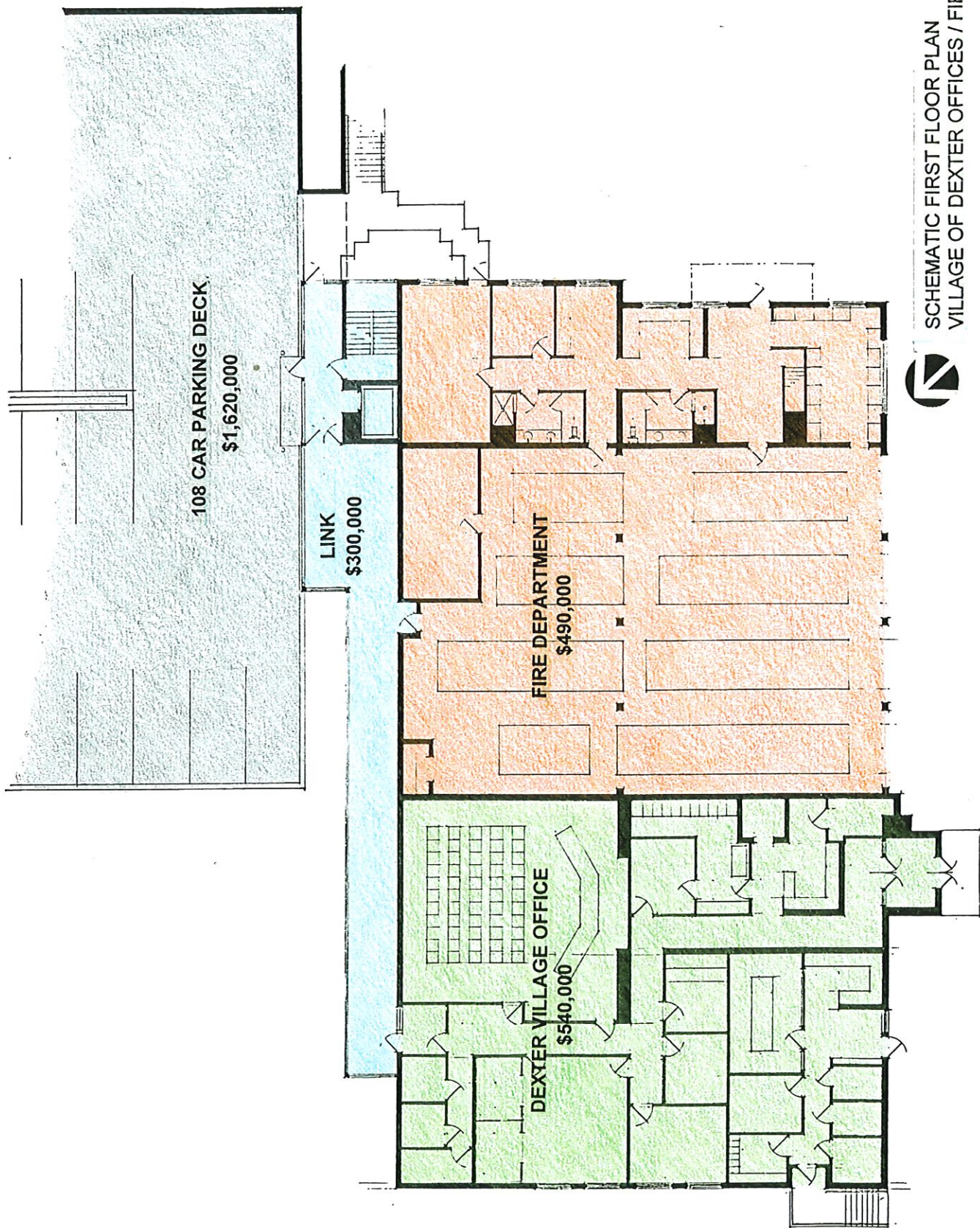
PROBABLE COST



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BROAD / HURON

Broad Street and Huron

On April 14, 1995 a meeting was held with the DPW at Broad and Huron for the purpose of evaluating the site for use by the DPW. The following drawing is based on available information.

It is our conclusion that after retaining the existing mill building along the south property line and taking out area required for setbacks the remaining site will be too small to accommodate a 7,200 square foot facility with adequate turning radius for DPW equipment. This can be seen when a 60' x 120' building is placed in two possible locations.

An appropriate use in terms of available space is storage bunkers for salt, gravel, sand and road debris by the DPW at the west end of the site.

